[डा० अबरार अहमद खान]

को न मारा जाए । मैं आपके माध्यम से सरकार से जानना चाहता हूं कि पहले जो घटना घटी, उसमें कितने लोग मारे गए ?

उपसभापति : आपने अपनी बात कह दी । चुनाव-आयोग के बारे में हाऊस में न बोलें । . . . (व्यवधान) . . . आप बठ जाइए, प्लीज । चुनाव-आयोग के बारे में जो कुछ भी आपको कहना है, हाऊस में न बोलें । सरकार से जो कहना है, वह मेरे माध्यम से आप कह सकते हैं, मगर चुनाव आयोग को इस बीच में नहीं लाना चाहिए । इस बारे में मैं रिकार्ड देख लूंगी ।

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश) : मेरा प्वाइंट आफ आर्डर यही था कि जो ऐसे अपशब्द कहे गए हैं, उनको रिकार्ड से निकाल दिया जाना चाहिए ।

THE DEPUTY CHAIRMAN: I will see the records.

चौधरी हरि सिंह : जरा संक्षेप में बोलिएगा ।

Movement of Pakistani tanks near Chhamb area in Jammu and Kashmir

चौधरी हरि सिंह (उत्तर प्रदेश) : उपसभापति महोदया, मैं आपके माध्यम से सरकार का ध्यान बहुत ही महत्वपूर्ण सूचना और कार्रवाई की ओर दिलाना चाहता हूं । जम्मू और कश्मीर का जो छम्ब सैक्टर है, उसमें पाकिस्तान के भारी संख्या में टैंक और बड़े-बड़े आला ब्रिगेड लगा दिए गए हैं और पाकिस्तान की सेना यह तैयारी कर रही है कि चिकेन नैक का जो कारिडोर है, उसको अपने कब्जे में ले लें और साथ ही जो चिनाब दरिया है, उसके ऊपर जो पुल बने हुए हैं, उनको हमला करके कैप्चर कर लें जिससे कि जो पुंछ और राजौरी जिले हैं, हमारे भारतवर्ष की जहां से सप्लाई जाती है उस एरिया में, वह रूक जाए क्योंकि ये लड़ाई के दृष्टिकोण से बहुत ही महत्वपूर्ण हिस्से हैं । बहुत बड़े पैमाने पर पाकिस्तानी फौज का वहां पर जमाव हो गया है । यही नहीं, पाकिस्तान सीमा पर बड़े भारी पैमाने पर युद्ध का प्रचार हो रहा है और हमारी सरकार को भी मालूम होगा कि पाकिस्तान की जो प्रधान मंत्री हैं, वे मुस्लिम कंट्रीज और दूसरे अन्य मुल्कों से मदद मांगने के लिए टूर पर जा रही हैं और पाकिस्तान के अंदर बिल्कुल हमला करने की पूरी तैयारी हो गई है । मुझे ऐसा लग रहा है कि जैसे ही जिससे भुट्टो बाहर होगी पाकिस्तान की सेना, पुंछ राजौरी और छम्ब के एरिया में हमला कर देगी । साथ ही साथ जो अभी सौराष्ट्र या कच्छ का हिस्सा बताया, वहां पर पाकिस्तान की नेवी के जो बड़े-बड़े मेन हमला करने वाले जहाज हैं, वे उस सैक्टर में आकर लग गए हैं और पाकिस्तान की फौज बड़े पैमाने पर हमले की तैयारी कर रही है ।

हमारी सरकार की यह नीयत है कि युद्ध न हो, यह काबिले-तारीफ है, लेकिन मैं अपनी सरकार को कहना चाहता हूं कि पाकिस्तान की मौजूदा तैयारी को देखकर यह अंधेरे में न रह जाएं । पाकिस्तान के पास, मिसेज बेनजीर भुट्टो के पास कोई और विकल्प या चारा नहीं है कि वह अपने को गद्दी पर रखने के लिए हमला न करें ।

मैं आपके माध्यम से सरकार की आंखें खोलना चाहता हूं कि बहुत जल्दी पाकिस्तान हिन्दुस्तान पर हमला करने वाला है । हमारी सेनाओं को चौकस रहना चाहिए और हम अपने बार्डर पर जितनी भारी से भारी तैयारी कर सकते हैं, उसे करना चाहिए । पाकिस्तान युद्ध की बड़े पैमाने पर तैयारी कर रहा है धन्यवाद ।

Discussion on the working of the Ministry of Civil Aviation

THE DEPUTY CHAIRMAN: Now we take up discussion on the working of the Ministry of Civil Aviation.

SHRI SURESH KALMADI (Maharashtra): The Civil Aviation Ministry nas come in for sharp focus after the

THE MINISTER OF TEXTILES WITH ADDITIONAL CHARGE OF THE MINISTRY OF FOOD PROCES SING INDUSTRIES (SHRI SHARAD YADAV): Missing file. ,

SHRI SURESH KALMADI: I wiH come to it. Don't worry. Airbus crash ond definitely against this background *there* would be a discussion on the working of the Civil Aviation Ministry in the last one year.

The most urgent task before the Civil Aviation Ministry is to restore confidence among the travelling public. There has been an alarming decline in passenger traffic in the last one year. The confidence of the travelling public can be restored by firrci measures that should be taken by the Civil Aviation Ministry. That. I must say, is still wanting. There seems to be no will on the part of the Ministry to restore this confidence.

We have, in the past of course, been all out to *get* the best aircraft, but have not paid as much attention on the ground equipment, on the training and maintenance. Special attention wiH have to be paid by the Ministry in this direction. I am sorry to say that inspite of the criticism levelled against the previous Government and inspite of the plane crash this Government has not been able to make up their mind to fill up important and vital vacancies". There is no (Chairman for Indian Airlines. There is no Chairman for Air India. Though we want to improve the standards at the international airports, there is no Chairman for the International Airports Authority of India. Though this Government has completed a few hundred days in office they have not been able to decide as to who should be the Chairnrnan of the Internationa! Airports Authority of India, They have reserved certain important decisions taken by the previous Government. They have wound up the National Safety Transportation Council which was formed by the previous Government and which has gone into the cause of all the accidents. I remember this Committee gave very good recommendations on the Ahmedabad air-crash. This was an advisory body going into all the matters and just because it as appointed by the previous Government you got it scrapped. I do not understand the logic behind its scrapping. All the Chari-men under his Ministry have resigned. Actually they should have been f.sked to continue. They have not done that. They wanted a change. It is fine because none of them were political people. Once you have changed the people, you should have brought in new people. Against the background of Airbus-320, today, in the eyes of the world, India has become a laughing stock. The Airbus has been grounded from, February, 1990 and now we are in the month of May, 1990. The Court of Inquiry has to submit its report by the end of May, 1990. Once it submits its report, it may take two or three months because the file has to move from the Indian Airlines Board to the

Deputy Prime Minister's office and then to the Prime Minister's office. I do not know how many months they would take to accept or reject the decision of the Court of Inquiry and when this Airbus will fly. May I know from the Minister has it ever happened mywhere in the world that any aircraft has been grounded for such a long time? Madam, it must bee seen that there has been a systematic campaign to malign the previous Government starting from the Airbus accident. If it was a decision to ground the aircraft because of technical reasons I -would have been the first person to appreciate it. Ol course, I ulso opposed many times some of the aspects of the Airbus. If the decision was taken by the Government on flight safety aspect again I would have been the first person to appreciate this Government's stand. But tbe decision which they have taken

••as £ political decision. There was a

[Shri Suresh Kalmadi]

systematic compaign, systematic effort to malign all decisions taken by the previous Government and Airbus-320 is one of them. It is said with all drum-beating that the decision was taken by previous Government without going through proper channel. Maybe. I do not know. But how does this Government behave? Who ordered the grounding of the Airbus? Who te supposed to order the grounding of Airbus? Is it not DGCA who should first take a decision? Is this decision not to be put up to the Indian Airlines Board? Once the Indian Airlines Board takes a decision after deliberations it passes on to the Civil Aviation Ministry for a decision and then probably it goes up to the Cabinet. But here it did not happen that way. The decision was taken by the Civil Aviation Ministry. The Indian Airlines Board was not consulted. They talk of defending institutions, public morable and what have they done? After the decision was taken they wanted the Indian Airlines to ratify the decision.

1.00 P.M.

I am very happy that the Indian Airlines, at least a few days back, resisted the move. Is this the principle you are taking about? If you cannot make up your mind in five months what to do with the aircraft, what is the principle? All right. If the aircraft is bad, sell or lease it. What is the delay in it? If the aircraft is good, fly it. Why are you not flying it? But it is a mockery, that the aircraft is grounded for four months. But they have the tenacity to ask the court of inquiry, justice Bhatt, to give an interim report. Anyway, the interim report is there. You don't wait for the final report. Nobody waits for that. It does not happen anywhere in the world. In India, we have become a laughing stock. I hope and pray that you take Some steps because I know there are differences between the Ministry and the Prime Minister's office. I know and the country knows that the Prime Minister had to write to your Ministry that this aircraft would not fly till such time that all the passenger Safety aspects were studied. The Prime Minister writes to his own Ministry. It is unheard of, Tbe file is moving from the Indian Airlines Io the Civil Aviation Ministry, to the Prime Minister's office ;md coming back. That i_s the reasons why there is delay. The Prime Minister makes one statement, thj Civil Aviation Minister makes another statement and the DGCA and the Indian Airlines give various leaks-out to the newspapers. I do not know what the purpose of keeping the aircraft grounded for so much time is. There is more than what meets the eye. And in these few months, what have you done? You talk about the previous Government not bothering to get hangers, the various technical equipment train the pilots etc, In the lafet five months, what have you dene? Have you improved on the services? Have you improved on pilot training? Have you utilised these four or five months when the aircraft have been grounded? Have you used this time for upgrading the various airports and various systems? My information is that pending this inquiry, the entire Airbus operation, the maintenance, the $staff_j$ the equipment, is at a grinding halt. Every thing is grounded along with the aircraft. *(Inter-ruptions),* Well if my information is wrong, the Minister might enlighten me. The Prime Minister office can enlighten me if it differs with the views of the Civil Aviation Ministry, But we would like to know what the matter is. And of courc, even if the decision of the previous Government was not a right decision. even if we have to sell the aircraft today, you will get back the amount because ther© are waiting orders for the next twenty i yearh. At least from that point of view, , they must be fair to the previous Government for having taken that decision. To-! day also you can sell it out and go in for any other aircraft that this Government wants. Don't blame them.

1 would not like to read the press leaks. It is all very mischievous to me. I do not know what all this is and what for. I would like the Minister to explain. What is the reason for all this?

I come to the missing flies. So many times we have discussed it here. So many times Arifji has answered our questions. A CBI inquiry was also launched. So many times they had opportunity to tell us that a file was missing. But how come? They made all investigations going al] over the world, all the offices, to find out what is wrong with Airbus 320 They could not find a thing and so. in order to blame the previous Government, they had to come out with a new theory of a file being mis-sing. [Tne Vice-Chairman (Dr. Bapu Kaldate) in the Chair] If indeed it was missinii, then they should have told us initially how in between when everything is going on fine, a file is missing. That. I think, can happen only with the present Government and they are going back— I do not know if the Minister wiH answer that he has got file back—and if it is got back, another file will be missing. They will keep the FIRs going, so many inquiries going, and hopefully.. *(Interruption!,)..,* Sir, this is, in particular, the working of the Indian Airlines. I think this Airbus crash has paralysed the working of the Indian Airlines, hut I must say that the schedules of the other aircraft have been handled, to some extent, efficiently: that *1* will not deny. They have stuck to the routes. So on that point, T would concede that it is not being too bad a miss, it is a manageable miss.

Sir, coming to the fastest growing airline of the world, the Vayudoot, there-arc advertisements all over that it is the fastest growing airline of the world and our young Managing-Director who also has friends with the Government—whichever Government is there—I believe after the Pune crash submitted his resignation and after the resignation this young Managing Director who is the Managing Director of the fastest growing Airline brought all his employees in bus-loads to the Civil Aviation Ministry to tell the Minister that the resignation must not be accepted.. . (/«-*tcrriiptnint')..* .

SHRl KAMAL MORARKA (Rajasthan) : Like Pitroda.

SHRI SURESH KALMADI; Sir, you are aware of the total mess as far as the Vayudoot is concerned. The backbone of the Vayudoot is the Dornier aircraft which has been giving trouble for a long time. One can say that it was a wrong decision of the previous Government. For that, we have to assess the role of the Dorneir all over the world. All over the world the Dornier aircraft with their engines are flying, but nowhere in the world has it got a bad reputation! All over the world this aircraft is supposed to be 'A' one. Only in India, it is demned. There are reasons for it. This young Managing Director who has been adding to the list of airports being managed by the Vayudoot Services—one airport at double the speed at which he was going—does not believe in any consultations and in order to show it as the fastest growing airline of the world, he flogged the aircraft and the pilots over 30 per cent, more than anywhere else in the world. Maintenance was lacking. There was a reign of terror. This young man did not allow any pilot association to be formed. It was a reign if terror and he is still today the Managing Director of the Vayudoot. It owes HAL Rs. 3 crores; it owes the Indian Airlines, I think about Rs. 10 crores and it owes another company which has stopped sending Spares because the Vayudoot has not paid its dues. They are in the red everywhere, but they are the fastest growing airline in the world! All the aircraft have been grounded. Because they are not getting the spare parts from anywhere, the existing aircraft are being cannibalised and you can see these monuments standing in Calcutta Airport, in Delhi Airport. So whenever 'you land there,, you must say that

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you saw this young Managing Director of the fastest growing airline in the world. Whenever a new Civil Aviation Minister comes the first thing he does is to give him a Vayudoot flight to the airport of the Minister. That is fine. He is from his own State. That is also fine. He has got excellent eauations with all the Ministers of Civil Aviation .... *(Inte.r-rutions)* ____ That is an. opei secret. I say this because of this there was a strike in the Indian Airlines. Who negotiated between the Indian Airlines and the Civil Aviation Ministry? Tt. was not the then Managing Director of the Indian Airlines, Mr. Prasad, but it was the Managing Director of the Vayudoot. Mr. Harsh Vardhan ...*(Interruptions)*... you please deny it. publicly; I do not mind. But I know he was there in your office because he wanted to be promoted as the Managing Director of the Indian Airlines! He resigned from the Vayudoot for the mess that was there and he wanted promotion in the Indian Airlines! r do not know what the position today is. I would like to know whether resignation was offered by him. What is the fate of that resignation? Has this new Minister asked him to withdraw the resignation and continue as the full-fledged head of the Vayudoot? I am asking this because the Vayudoot today is in a total mess. What are you going to do about it? I have read somewhere that they have just leased an aircraft —I forget which aircraft it is—from the Royal Nepal Airlines on the Delhi-Bombay route; I do not know how far it is true.

SHRI KAMAL MORARKA: It is 727.

SHRI SURESH KALMADI: I thought that the Vayudoot service was a feeder service and it was primarily meant for the eastern sector where we wanted a smaller aircraft to go to various places. I do not know what the priority of the new Government today is. Is it changed? Is the Vayudoot going to compete with the Tndian Airlines now? Forget about the small aircraft concept and forget about the people in the eastern "area. Are they now going to compete with the Indian Airlines? Has the whole strategy been changed in the Vayudoot? I would like to know this. When they are putting an aircraft on the Delhi-Bombay route what is the role of the Vayudoot? Have they got more planes? And, Sir, I do not know whether the Minister has okayed it. Or, they are so autonomous, except in aircrash? Right? So, our friend has survived and I do not know for how long more he would survive. But I would like to know this.

SHRI DIPEN GHOSH (West Beneal); Aircraft does not survive, but he survives!

SHRI SURESH KALMADI: Yes, he survives. Now. coming to Pawan Hans. I would like to say that it is another loss^makin^ 'organisation. I think last year thev lost about seven crores of rupees and the backbone of the fleet was definitely *thp* Westland helicopter. Our Government had no doubt entered into a contract with th Westland company for the supply of helicopters.

SHRI DIPEN GHOSH: You believe that?

SHRI SURESH KALMADI: Yes; they entered into a contract.

SHRT KAMAL MORARKA: In spite of your advising him not to do so?

SHRT SURESH KALMADI; Yes, I did advise them. But it is a total breach of contract by the Westland Comnany and they must be taken to task". We do not have to be sympathetic at all towards this Company. Thev had promised that for that they would give us a lot of spare parts, *hat they would give us timely snares. But what Ho we see now? They have not given us the spares on time and the machines have been

grounded and because of that they have had to be cannibalised ^d the situation has completely gone out of band and the primary responsibility is that of the Westland Company which did not honour its contract obligation and, therefore, I want this Company to be taken to task.

T would say that the performance of Air-India this year is not too bad. Its profitability has been good this vear. And that compaign for change of image has helped. But there is an alarming backlog of the cargo services. I do not know what steps the Minister intends to take to clear the cargo which is waiting to be exported-Vou can find our exports, we are getting such a bad name internationally today, because this Goernment has been totally callous as far as the export obligations are concerned. If you make a visit to the international airport here you wiH see the huge pile of export goods lying and not going cut to their destinations and we are getting a bad name internationally, that India is not keeping up its export commitments. I hope the Minister wiH make enough headway in that direction.

Air India's subsidiary hotel corporation has been doing very badly. Though they are having their notels lust outside the airport itself their performance has been bad; in particular this year their performance has been extremely poor I was wondering if there is a move and there has been a move time and again, whether these hotels would be given to the private sector for being run because we have not been able to manage them and we are running in losses. I think either we give them over to the private sector or along with some internationally known hotel groups we should have a tie-up and leave the management to the international hotel chain or with any other Indian hotel chain who can efficiently manage them-, otherwise it is clear it cannot £" on the way it is going now.

Coming to flight safety aspect, flight safety could be due to human error

In any air accident or air-crash one reason could be human error. The other reasons could be bad maintenance. And the third is bird hits, etc. Human error, part of it, could be improved by batter pilot training, by simulators. *(Interruption)* I was talking about pilot erro rin case of an accident ___

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): A-320?

SHRI SURESH KALMADI: Not A-320? Why do you always think ol A-320? I am talking about fight safety in general terms. A-320 could bo a part of it. I am talking in general terms. It could be due to bad training or lack of simulators. In this connection I would like to point out thers is a world-wide shortage of pilots and there is the Indira Gandhi Udan Academy which is training nilots and I believe that they have asked for more aircraft and that should be the first prirority of this Government. But I am afraid this Government has turned it down. That is the information I hove got. that the present Government has turned town the request of the Academy for more aircraft. 1 don't think there can be any more disastrous decision than this because we are already running short of pilots. We are acquiring new aircraft and we must have the base and that ls the training base. And the previous Government had provided that, and if you think that all that the pervious Government had provided and as such all the follow-up action, etc. stand cancelled. I think that would be a very wrong attitude *on* ^e part of the present Government. I think that this Academy should have the fullest number of aircraft and the best in the world and it should be a model academy for this country. I am sure the heart of civil aviation will develop in that Centre.

As far as bird hits are concerned, there is a growing laxity on the part

|Shri Suresh Kalmadi]

of the Ministry in this particular context. There is a clear-cut order that within 10 miles surrounding an airport there should be no meat shops or mutton shops. etc. I know that the previous Government used to have meetings at various levels, including at the Collectors' level. But this also has become a victim of the present Government. These meetings are not being held. There are a lot of complaints on this account. I would like to warn that a situation is arising where unless you take a lot of care it must lead to some disasters.

Maintenance equipment te the third part. The International Airports Authority and the National Airports Authority should be fully geared to equip the airports, especially the airports at Delhi and Bombay. These airports need to be modernised into international class of airports. There have been many complaints, and I do not know if they have been reported to you, that they are not having the late'st equipments. International pilots are also thinking that Bombay and Delhi, airports are not of international standard. What does the Government propose to do about it? it is all right if the view of the Department of Electronics is what there should be Tndian-ised equipments. Very fine. I would be the happiest person if they do go so. But if you go on experimenting here that is not the way. You must get the latest equipment available in the world and equip Bombay and Delhi. The confidence of the travelling public has to be restored. Whereas we are going in for modernisation on the one side it is very fortunate that the latent equipment is not there, as ateo the latest ground equipment for servieing etc. Al! this needs to be paid more attention than is being done today. All the follow-up action is not there.

Tn this regard, it has been announced by the Government,, and you have taken certain steps, but I would only like to warn you on this aspect of proliferation of aircraft. Tf you have too many aircratt of various types in this country, you will have problems in servicing and maintaining the aircraft. You wil] have to standardise. You will have to approve of the major companies in the world, otherwise as it is normally we do not have the necessary ladders, we Jo not have the neeessary equipment tool box and trained personnel, if all types of aircraft are going to come up in this country. If there is no proper servicing backup, it definitely is going to be a hazard. And from this point of view I would like to know$_5$ what steps is the Government taking ofi this proliferation of aircraft. What is the plan for ground equipment. etc.? There are not adequate facilities in many places. You accuse us about bringing in the Airbus without the necessary infrastructure at the airports. The same thing is going to happen again. You have formulated a policy of air taxies. You have taken away all restrictions, Are you prepared for it? Are your aircrafts prepared for it? Are your terminals prepared for it? That is the point. Yoii must ensure that you are ready on all these aspects otherwise. if might be too late.

Sir, coming to various new and '-mailer aircraft like the microlight aircraft. Hans gliding and motorised gliders. T would say that they are the latest all over the world. I think that this should be encouraged even as a sport. I hope that the Government would do it.

Sir. Poona is my city. There we have a problem. There is not enough parking space for aircraft, aS it is, Of course. Airbus has been grounded. But there are not enough parking aprons primarily because there is a dispute between the Indian. Airlines and the Miristry of Defence I hope that can be sorted out. Also there is an airport which is lying away and which could be used as a civil airport, civil flights could be shifted to that airport. Right now that airport which is being used as a gliding centre, is run by the D.G.C.A. If it could be transferred from the D.G.C.A. to the National Airport's Authority, you will have a fine runway. Tt can

be a nucleus for flying clubs as well as all the civil aircraft could operate from there. That is my suggestion.

Now I come to ths problem faced by the Members of Parliament travelling by air. Sir, we have to travel quite a bit and we do reach th; airports quite late. We are supposed to be the first on the waiting list. But we have found during the last few months that nobody is bothered there. You go to the Duty Officer. The duty officer puts vou back to the coun, ter. From the counter you have to go back to the Duty Officer. Of late, all M.Ps. are being put to a lot of inconvenience. I suggest that some system should be evolved. Tf an M.P. goes there, he Should go straight to the Duty Officer and the Duty Officer should complete all the formalities. We cannot keep standing in the queue.

I am not asking for any special privileges. It is just because of our parliamentary duties and other duties we have to travel so much. It ft not possible to reserve our tickets in advance. There is a declared policy that we should be the fim on the waiting list. Please ensure that we are not thrown about from one person to another. The Duty Officer says that you go back to the booking clerk. Then the clerk goes to get the signatures of the Duty Officer. Both seem to be ignorant and they talk in between, Tt is absolutely ridiculous. Some clear-cut guidelines must be given.

I would also like to state that the working of the HAL which is feeding aircraft to the civil sector, such as Dornier, etc., is not up to the mark. \ review will have to he done. The Dornier which is ciming out of the HAL costs about Ps. 7 crores whereas world-wide it can '->e obtained for Rs. 3 crores. There must be a review of the working of HAL. Today. all the aircraft should be going to the HAL for their major servicing. That is not the case. They are not equipped very well.

Sir, I would like to conclude by saying tha" there has been *a* deterioration during the last few months in the working of this Ministry and especially after the grounding of Airbus-320. The Civil Aviation Ministry Seems have got paralysed with the grounding. The confidence of the travelling public is at the lowest ebb. There is a sharp decline in passenger traffic. I will a^k the Civil Aviation Minister to come forward with a plan to first decide on Airbus and also <*m* various other matters I have spoken »bout,

THE VICE-CHAIRMAN (DR. BAPU KALDATE): Shri Kamal Morarka.

SHRI KAMAL MORARKA (Rajasthan): Sir. Civil aviation...

THE VICE-CHAIRMAN (DR. BAPU KALDATE); You please continue after lunch.

The House stands adjourned for !uneh and will meet at 2.30 P.M.

The House then adjourned for lunch at thirtyone minutes past one of the clock.

The House reassembled after lunch at thirty-seven minutes past two of the clock. The Vice-Chairman (Dr. Bapu Kaldate): In the Chair.

DISCUSSION ON THE WORKING OF THE MINISTRY OF CIVIL AVIATION Contd).

SHRT KAMAL MORARKA: Sir, civil \viation is one Ministry which in my opinion, occupies a unique-place among all the Ministries in the Government. The reasons is that while in India we find in different sectors of the economy we are not able to provide the inputs—for instan$_{ce}$ in railways we cannot have track modernisation, latest carriages or engines. in the public transport system we cannot provide buses with modern amenities—this is one sector where the country has gone out of way to provide

tfohn Kamal Morarka]

the latest available aircraft for travelling. In spite of the difficult financial situation in the wisdom of the Government, successive Governments, Air India and Indian A'irlines, both have been provided with the latest aircraft comparable to the aircraft available to any other airline in the world. That is one feature which marks distinctively this sector from other sectors in India. The second feature which marks it distinctively is that the entire civil aviation has within itself a very small area of activity. For instance, Civil Aviation is not like railways which has 9700P kilometres throughout the length and breadth of the country. What has happened in the last five years is, suddenly there has been spurt in. civil aviation sector, We have these two companies. Vayudoot and Pawan Hans about which my friend Suresh Kalmadi spoke and I will come to it a little later.

Apart from that, the total activity is what? Air India has just about 12 Jumbo jets and about 9 airbuses, total 21 aircraft. Indian Airlines has if you include A-320, the total comes to 60 or 61 aircraft. These are miniscule airlines compared to other airlines in the world. There is such a big hullaballo and there is such a high level of dissatisfaction about running the Airlines. At the outset one thing surprises me and I want to place on record that despite the mismanagement of the entire economy in the country by the previous Government the one sector which they should have efficiently managed was the civil aviation sector because the Government was headed by a pilot and there were at least half a dozen professional pilots holding important positions in the Government or in the party. And I used to tell my friends, before you go at least set Civil Aviation in order because no successive Government will ever be able to have the distinction of having so many pilots on board. Yet I find that while they have gone, not only the Air-India and Indian Airlines are in a mess, but they have created Vayudoot anfl Pawan Hans and 1 am in total agreement with my friend, Mr Suresh Kalmadi, and I do not think I can lambast the previous Govern. ment any better than he has done, What he has said, I do not controvert that not much has been done in the last 5 or 6 months. That was the main substance of his argument. But let us analyse the entire Civil Aviation Ministry one by one. i will come last to A-320 because it has become a subject of lot of discussion. I have got a lot of data on A-320 and on? line of action which Mr. Kalmadi indicated is worth pursuing. But 1 will deal with A-320 $_a$ little later and I will discuss the various other components of the Civil Aviation Ministry.

First, let us take Air-India. Air-India runs about 96 nights every week, out of which 55 flights are to the Gulf. The Public Undertakings Committee has gone into the details of the fare structure of Air-India and to our horror, we find that Air-India is losing on all its routes to the Conti nent and to the USA', yet Air India is earning a profit because of profits on the Gulf route, thanks to our workers.....,

SHRI M. M. JACOB (Keraia): Thanks to the workers coming from Keraia and Tamil Nadu who in most parts are contributing that money.

SHRI KAMAL MORARKA; Thank you. Mr. Jacob, for giving me support. The fact of the matter is that the fare structure tg the Gulf i$_s$ disproportionately high and Air-India is making up its losses in the other sectors by profits in the Gulf Sector. This matter was taken up by COPU. It was discussed at length with Air-India and from the COPU report, we learn that Air-India does not agree to reduce the fare$_s$ oecau,-?$_e$ fares are fixed by IATA, fares are fixed bilaterally. But the fact j$_s$ that the routes to the Gulf are operated only by Air-India. So, there is no competition. Wherever there is competion—like Bombay-London or Bombay-New York or other sectors—Air-India with those

competitive fares is not able to earn because its cost structure is high, its inefficiency is there. It is not able *to* earn money. And yet to show profit with the overheads which are already there, since the Corporation is already functioning, the easiest thing is to have more Gulf flights and higher fare structure. So, we have 55 out *ot* 98 flights at disproportionately high fare structure to make up for the *losses* in *the* other *sectors,* which *is* a very unhealthy state in which Air-India is today.

Now what is the solution? One solution can be expansion of the fleet. Air-Indi$_a$ must go *in* and *start* con*. peting with, the other airlines in the world. Now this is a decision which cannot be taken lightly because aircraft are costly. Over the last ten years, what has happened is that *m* stead of adding on$_e$ or two aircraft every year, which is what prudence demands and which is what Sw-'ss Air or Lufthansa doe$_{s>}$ Air-India had no investment programme for a numbei of years. And suddenly they have ordered a whole bunch of aircraft. Three years ago, the new Managing Director found that in one year he had to provide so much depreciation and interest charges that Air-India had gone into red. All the explanation? can be given, but Ihe fact remains that Air-India instead of running as a commercial airlines *in* the international competitive market in which it is placed, is functioning like one of those Government Departments which has a monopoly. Unfortunately for A'r-lndia, it does not have a monopoly like the Indian Airlines, Air-India is functioning in a world market. All Air-India performance indicators should compare favourably with Swiss Air Lufthansa Or British Airways and other comparable airlines.

The question of IATA is there. The International Air Transport Association regulates the fare structure. Now, Sir, most of the airlines in the world, like Singapore Airlines on this side, or the various *American* airlines on that side have all gone out of IATA because in a competitive market they find the IATA structure is bringing the business down. But Air-India sticks to the membership of IATA. On enquiry, they will tell you that Air-India was the founder member of IATA. Sir, we are in a competitive economy. Air-India is a commercial airlines. You cannot have the sentimental argument. You might have been a founder member of IATA. What you have to examine today is a cost benefit ratio between membership of IATA or quitting IATA. And all calculations will sow that probably a time has com$_e$ when Air-India must quit IATA. If Air-India is out of IATA, it Air-India has its own fare structure, *It* Air-India has its own bilateral arrangement with various countries, they can have a structure in which tbe routes are more profitable and Air-India's losses from the international routes can be reduced. At any rate, Sir, the Gulf fares need to be brought down. If Air-India cannot make a profit on other routes, it has no reason to charge to workers a higher fare. 1 request the Government, I request the Civil Aviation Minister to set up a small task force of people who know these fare calculations. There is r.o use setting up a committee of people who do not know this subject—this is a highly technical subject. But Bombay-Gulf. Trivandrum-Gulf fares have to be brought down to an. internationally acceptable level. Now, that means Air-India will resist it as it is bound ^{t0} because it wiH lose revenue. But it is a matter i$_n$ which Air-India cannot have a say. It is the Government which is going to fix and "* the Government fixes the fares bilaterally With other countries and if Air-India has to function in a competitive environment, then the input and tne fare should be equitable. If Air-India has been given, the latest aircraft, if they are having their own union agreements with the pilots, engineers and other stan* them is no reason why Air-India should charge a fare dispro portiunatel^v high compared to other qirlines.

[Shri Kama] Morarka]

The other factor of Air-India, I must says? is that to my dismay I find that instead of paying attention to all these matters, Air-India is doing two things. One is changing its logo, design, and colour. Now, though under the autonomy of a corporation they can do anything, I thought that Air-India te an institution which has been there' since Indepsndence and its logo—the Centaur and the Maharaja—have been known worldwide. It is a totally unimaginative change, whoever has thought of it.

SHRl DIPEN GHOSH (West Bengal); Their American boss!

SHRI KAMAL MORARKA: Whethet it is the Airlines Board or some-one in the Civil Aviation Ministry, it is. totally unimaginative. With the amount of money they have Spent on it. the new logo looks like the Korean Air-lines'. First 1 thought that the symbol was the Ashok Chakra. Later I came to know that it is the sun. I don't know since when India's logo has become the sun.

SHRI VISHVHT P. SINGH (Maharanhtra): Suryavamshi!

SHRI KAMAL MORARKA: Japan is the land of the rising sun. India, 1 think, is the land of the rising s-o-n but not s-u-n. But I don't understand from where this sun has become the logo of Air-India.

SHRI VISHVHT P. SINGH: We belong to the Suryavamshis!

SHRI KAMAL MORARKA: Such uni-maginative things are being done.

Now, on service on board, after all, what do the passengers want? Passengers want first, availability of seats on the flight. When one ring*; up, somebody should respond and give him a seat. Second, they want punctuality. The flight must leave on time and reach on time. Otherwise the whole idea of air travel goes shut, Third, thsy want decent service on board. Instead of concentrating on these issues, we are concentrating on logo, furniture and, I don't know, what not. The fact fe Air-India's punctuality is the worst. All international air travellers will tell you that the worst things about Air-India is that its flights never take off on time, there is a delay of six to eight hours and sometimes the flights take off the next day. Unless you first rectify this how are you going to make progress, how is the commercial airline going to come up?

Now, the ground service: If you are in London or New York and you ring up any other airline's you will get an immediate response about availability of seat, booking, everything. You ring up Air-India. Nobody wiH pick 'the phone and, if the girl picks it up, She is downright rude and you are reminded that you are back in India. Now I do not understand why the Air-India management, cannot improve it. In my opinion the only disincentive for the Air-India management to do in all these is that it can fleece the Gulf consumer. They have got one golden chicken in hand which they can always fleece for all their mi'stakes in international flights. So, Sir, the first thing for Atr-India to do is to put its house in order. A fleet of 12 to 20 aircraft can be run by any average person—no great management skills are required. Of course, over the years the employee aircraft ratio has gone up. The employee-aircraft ratio in Air-India is such that the employees per aircraft are far more than those in other airlines. Now, this is a problem, which has developed over the years. How are we going to solve it? You sit down with the unions. There is no other answer. This is a democratic country. You need to understand all these things. You sit down with the unions and slowly the ratio can improve. It cannot improve in one day. You wiH have to sit down with the unions and solve this problem. But

[Shri Kamal Morarka] unless you improve your employee-aircraft ratio, unless you improve your entire functioning and make it comparable with other international airlines I am afraid, \ir-India will be a subject of discussion in this House, Some years they show a Rs, 40-crore loss. The other year they showed a Rs. 55-crores profit. Now nobody can understand these figures. If you go into the figures, you will find that part of that profit fe a "non-operating profit." What is a non-operating profit? This terminology is unique to our country. If you go to U.K. or the U.S.A. the company do not have operating and non-operating profits. In India all public sector undertakings show non-operating profits. If you take away the non-operating profit from their total profit, most of the public sector enterprises will Start showing losses. This year also the non-operating profit of the Air India is quite substantial. What ft a non-operating profit? Either they have some money which they put somewhere on interest or by changing the financial pattern by the Government of India on a loan instead of 12 per cent interest they are paying 6 per cent interest. Those are all accounting juggleries. ft may be a legal jugglery, but jugglery all the same. Let us concentrate on the operational aspect.

I feel that an airline like the Air India with a small fleet of 20 aircraft can be put in order provided the Civil Aviation Minister takes a strict view, and enjoin upon the Managing Director "Please show me the comparative figures of other airlines in the world and tell me what is holding you" About the I.A.T.A. quit tha I.A.T.A. About the employees, discuss with them. You want more aircraft come on, you plan. If you have _ got the traffic, surely buy more aircraft, What is the problem as long as you are earning money and repaying for the same? The Air India now can be put in order only if the Air India understand that it is functioning in a competitive world.

•ov\ Sir, 1 come to the Indian Airlines. The Indian Airlines, contrary ro the public view, if you objectively analyse the Indian Airline's, frankly the Airlines is not doing so badly. The problem with the Indian Airlines is that the ground crew, the ground staff and the ground facilities are very bad. What irritates the passenger is that he will never know that the flight te delayed. You ring up. They will say th <t it is on time. You go to the airport. Then you will know that it is late. The airport facilities are under the Airport Authority. I will come to that later. Then there is the reservation system. If an average citizen wants to go and buy a ticket, at least one hour it will take for him, Paying the money and buying a ticket should not take more than ten minutes. These are very elemental'.' things. It amazes how such intelligent people like the Managing Di recto r or the General Manager of the Indian Airlines cannot see this. If I ring up and I am getting the phone engagej all the time!, 'can't they have more lines? This does not require intelligence. It is just common Sense. Improve your service. You are charging the passenger Rs. 1,500 from Bombay to Delhi. Can't you tell him that the flight is on time? Can't you deal with *hi in* in a civilised manner? What the Tndian Airlines needs is a total reorientation of the attitude. That is where, I think, the passengers are having trouble with the Indian Airlines. The Indian Airlines staff is not oriented to passenger service. They know, they are fully conscious of the fact that they have monopoly. You have nowhere else to go. You have to depend on me. I am sitting at the counter. I tell you that, the flight is on time You have to believe me. After ten minutes if I say that it is late, you have to believe me. You have no other alter native. You have no other airline. The Indian Airlines has a problem that can be described as the human relations or the industrial t :. lations problem.

[Shri Kamal Morarka)

I cannot do better than to quote Mr. Mohan Kumaramangalam whe was Chairman of the Indian Airlines and later on a Union Cabinet Minister, a person whom I told in very high esteem. He was a man with great foresight. He had prepared a paper which has been printed in full in "THE TELEGRAPH." He had prepared the paper as the Chairman of the Indian Airlines in 1971, in which he has said that within 15 to 20 years this Airlines would become unmanageable if certain things were not done. I would quote only one paragraph. It is a long paper. He says:

> "Finally, there is a question of *promotion and selection. This has-been* very badly neglected in the past, and we are now taking steps to improve it. Selection for higher posts must be strictly on the basis of merit. And training must he continuous with particular attention being paid to officers whose potential for growth is recognised and clear."

Before that he has dealt with the fuel problem and with the union problem, there being different unions for different categories of staff. The sum and substance Of what Mr. ^Kumaramangalam has said at that time is that the work practice in the Indian Airlines are such, and the trend of the relationship between the Corporation and the unions is such that the flight safety would be endangered, the maintenance of the aircraft would be endangered and that the corporation would not be run successfully if this trend would continue. Unfortunately, and it is' ironical. Mr. Mohan Kumaramangalam died in an Tndian Airlines plane crash in 1973. Between 1973 and now there have been repeated mishaps.

The last one has been widely discussed in this House, but the fact remains thai th" Indian Airlines is *pn* example of sloppiness an sloth. They have 61 aircraft; they have a networn, of fi-ghts throughout the country; they are carrying lakhs *o>* passengers. I don't think the fares are low. But the 'fares are periodically revised. So, Commercially there is no reason why the Indian Airlines should do badly, but an attitutional change is required. Unfortunately it is a very difficult task. It is easier said than done. In the last five years, I th;nk we have made a further mess. My frined, Mr. Suresh Kalmadi, has objected, in a way, to the removal of the Chairman. But the Chairman had resigned. He was not askM to go. Frankly I don't think a Chairman from the private sector makes any sense in the Indian *Airlines or in Air-India. Historically* Mr. J. R. D. Tata was the Chairman of Air-India. There was a historical reason for it. He is a unique per sonality. He was the first commercial pilot in India. But, later on, to have an industrialist as Chairman of irditin Airlines or Air India without any executive power as it should be —you can't give them executive powers—and a Managing Director to report to them, is a model which is totally alien and is of no use.

SHRI SURESH KALMADI; That is 'Why they have not appointed a Chairman.

SHRI ARIF MOHD. KHAN. We have appointed the Chairman.

SHRI KAMAL MORARKA: I am fully in agreement with Mr. Kalmadi that ^ decision should be taken on whaW-r pattern you want to have. I recommfnd fci the Civil Aviation Minuter that a person like Air Marshal p *c.* Lal, would be the rieht answer *o brin* the Airlines back 'nto nroper gear. There was a time '*' *973 after tV crash m which Mohan Kiimaramam'ahm died, when Marshal P. C. Lal had *tn* take a very tous-h line with the unions I am one of tho^e who believe that

management and unions do not necessarily have contradictory interests. The interests look contradictory, but actually their work is complementary. With a little wisdom and understanding a. work pattern can be built which can have a successful commercial running of the Airline without endangering the passenger safety. I think a time has come when Indian Airlines has to be headed by a person who is a no-nonsense person, who is a tough person, but also a humane person. He can deal with the unions in a manner that all the practices are to be improved. If the working conditions or the conditions of pay and all that are to be properly looked after, then discipline of a higher degree will have to be enforce than what obtains in other sectors of the economy. I say this because flight sefetv is involved. When the

pilot is in the air, he is all by himself. It is unlike a train where it can stop and take help. Here he cannot do anything once he takes off. Therefore, whatever he has to do. he has to do before taking off. In the Indian Airlines, if you go through various articles and collect information, the fact of the matter that you will find is thai the rapport between the Engineering Division and the pilots has totally broken down. In A-320, for instance, the engineers were not prepared to sign the aircraft for taka off. There were delajs of four hours, five hours, six hours, eight hours. Even today if you speak to the pilots, they have ali grievances against the Engineering Department. You talk to the engineers; they will say maintenance and spares are not there. Thus the Indian Airlines, to put it in one word, is' badly managed. It is suffering from bad management. Bad management is a disease which any corporation can get. To get out of a bad management,

you do not need more aircraft you dont need different technical equipment. What you need is first class human material, Unless the top person in the Indian Airlines is a competent person, I am afraid, no Civil Aviation Minister will be able to solve the problems of the Indian Airlines. What is happening in the Indian Airlines today? In the case of Deputy Operations Manager, 21 people have been promoted, but not more than five are competent. What will happen then? There will be demoralisation in the ranks. Mohan Kumaramangalam had said in 1971, that promotion of higher officers should be on merit because there lies the key to the morale and functioning of the Indian Airlines. Unfortunately, in the Indian Airlines there are 650 pilots. Today, the Deputy Operational Managers, many of whom are pilots, themselves feet that some of them are alright, but others are totally appointed out-of-turn because of some influence or some other consideration. Now, Sir, in any corporation, if pro-motions and appointments are done without merit, the organisation goes down, more so in an Airline. In the Indian Air lines unless the Chairman and MD appointed is one who understands aviation, hierarchy and management, I am afraid Indian Airlines problems cannot be solved.

Having said that, the other problem of flight safety deals with the National Air ports Authority. There are two organisa tions—one is the National Airports Autho rity and the other is the International Air ports Authority.

3.00 P.M.

The International Airports Authority cf India is supposed to look after four air ports Bombay, Delhi, Madras and Calcutta, Now in the objects for which the Authority was set up, they are supposed to look

[Shri Kamal Morarka]

after ths terminal buildings the run-way, the cargo complexes, the warehouses and all equipment and building ancillary to the terminal building. Now Sir, so far so good. The International Airports Authority is showing a profit. I do not understand because the landing charges they are charging are one of the highest in the world. So after charging this kind of landing charges, they show a profit. I do not think an Authority like IA AI has to be judged on profit. It has to be judged whether it has been able to do the job, keep these airports in proper conditions as per international standards. So on that account it will fail. Even the airports at Bombay, Delhi, Calcutta and Madras—I think Madras is by far the cleanest airport—but the other airports are far below international standards. So if the IAAI wants to do some service to the country, they, must compare the airports with similar airports in the other parts of the world with the same volume of traffic and they must do whatever is required. If investment is to be made then, they must come forward and invest. But what distinguishes the National Airports Authority from IAAI is while they have the same functions with respect to all other airports in India other than Bombay, Delhi, Calcutta and Madras, there is one area of activity which had been additionally allotted to the National Airports Authority and that is the air traffic control. Now, this is the biggest mystery as far as I am concerned. I do not understand how National Airports Authority which is supposed to look after the terminal building and the ancillary should get into this technical area of air traffic control. Before the National Airports Authority came into being surely, air traffic control must have been under some authority. may he DGCA. It should remain with DGCA. There is absolutely no justification for transferring air traffic control to the National Airports Authority. Sir, here in lie's the crux, the pass8nser safety angle. What has happened is, over the years all the airports need more and more navigational aids. Sir, last year I had put a question on this. The then Civil Aviation Minister, Mr. Shivraj Patil was kind enough to tell us that they required Rs. 800 crores to medernise all these air traffic navigational aids. In reply to my supplementary he said "We cannot afford Rs. 800 crores." Now, Sir, we can afford Rs. 2000 crores to buy A-320s and we can afford another Rs. 1000 crores to buy other aircraft and we want to be stingy when it comes to navigational aids! Now, Sir, there cannot be anything more apprenlly, foolish than this proposition. I had a little debate withhim during Question Hour to which heonly said "I can reply to the questions ofthe hon. Member but not to his soundand fury." There ended the matter. Butthe fact remains that the Civil AviationMinistry has got with it details of thenavigational aids as worked out by theTata Committee. I recommend to theCivil Aviation Minister, please take theTata Committee seriously. They have madedetailed analysis of what is required atwhat airport and what level of instrumentlanding systems are required. I am happy i I that the present Civil Aviation Ministe:! told us that category-M ILS is going fo J be installed in Delhi this year. But then ! Kalmadi has made a relevant point International pilots—it is a talking point with them—have started thinking that flying to Bombay and Delhi, leave aside other airports where they don't come is a hazaid because international standard navigational equipment is not available specially when monsoons are coming. In monsoon, Bombay is a difficult area to operate. In winter there is fog in the North and in summer there are dust-storms throughout the hinterland in India. You can say Indian weather conditions are good compared to the West but India has its own peculiar problems in weather conditions. In mon-j soon, the entire South is a' difficultzone to operate for a pilot. Now, Sir.without navigational aids, people do notknow because these don't come in the news-I papers. There are such airports. You ask

any pilot who flies to Mangalore. What is the navigational aid availa-bfe there? By practice Indian pilots are very good. He knows that after he sights th: Iight house, he has to turn 90 degrees and he will come to the run-way. The then Prime Minister talked of going into the 21st century but this navigational aid is of 19th century. This is bush flying by visual sight. The Airbus Industries has the temerity to say that to tell our plots to fly A-320 is like telling a camel driver t_0 drive a Mercedes car.

Sir, I can say with all the emphasis at my command that with the niggardly navigational aids available in India, the Indian pilots are doing an excellent job. *It* is a nerve wrecking experience for them to fly with the given aids that we have. They have the most modern aircraft. There is no problem. A-320 might have develooed some problems. But A-300 and Boeing 327 are good aircraft. But there is no use of the good aircraft if ihe ali traffic contro' doc-*wt give them the cooperation. I know of pilots taking off ftom Bombay to Calcutta. They go through the air traffic control as per the system for the weather report. Suppose a pilot is to fly to Calcutta. The communication system being what it is, you give him the weather report at the last moment and by the time he lands in Calcutta, the weather report is three hour old. Tn these circumstances, it is a trying time, it is a totally avoidable tension and stress that we are creating for the Indian pilots. With a little effort on the part of the a<r traffic control a lot of things can be changed. Of course, you have to give them modern equipment. If Rs. 800 crores are reauired— I am sure it would have now become Rs. 3000 crores or Rs. 1200 crores—I request the Civil Aviation Ministry to borrow that money, to get that money from anywhere but to install the latest aids that are required for the smooth functioning of the aircraft. There is no use making investment in aircraft without a corresponding investment in the navigational aid?. This is as far as air traffic control is concerned. You must give it a serious thought. The COPU has recommended that Ihe air traffic control should be shifted from fce National Airport Authority .o the DGCA. I am sorry that all Ministries and all Ministers, once they take a stand, do not want to change it. National Airports Authority is ill equipped and the present Chairman of the National Authority, after the disaster of A-320, has gone on record to say that the instrumentation landing system in India is a luxury. With 'his kind of a gentleman at the head of the National Airport Authority, God save the pilots and the passengers. I request ihe Minister to transfer this activity to the DGCA. Tha DGCA itself requires a lot of improvement. But on that, I will come later.

Having dealt with this, now I come to the two airlines. Vayudoot and Pawan Hans. Mr. Kalmadi has dealt with them at length. Both these were made in a hurry. The enthusiams of the previous Prime Minister, I share. He wanted India to be modernised. He wanted India to be connected by air throughout the country. But everything has a system. Within the Governmental functioning, the way Vayudoot is being run, even the private sector cannot run with that kind of total lack of regimentation. If the idea is to allow retired pilots to join active service at a lesser salary, if the philosophy of Vayudoot is to employ pilots, hostesses and ground staff without allowing them to join a union, I do not know how it will fit in the overall national framework. It does not. Even sections of police have been allowed to have a union now. So I do not undestand how you can stop the Vayudoot employees from having a union. Be that as *it* may, if at any stage, the *Go*>-ernment feels that we should go in for a

[Shri Kamal Morarka]

small feeder airlines, where the costs should be lower, please allow retired x>ilots to open a cooperative. Let them do it themselves. The Minister has announced open-sky policy. Please suspend the Vayudoot service and leave it to the open-sky. When I say open-sky, I do not mean private sector, I do not mean business houses, but I mean cooperatives pf pilots. Let pilots get together. Give them the aircraft on lease. They themselves will control costs and they will themselves see the safe'y angle. I do not know what the imperatives of having air connections throughout the country are. I do not think the country's development Js at that stage because there are routes of Vayudoot where the load factor is 7 per cent, 10 per cent, 15 per cent. I do not think the number of Vayudoot services can be curtailed immediately. But if the Government at any stage thinks that Vayudoot is essential and air connection has to be there, firstly, it should be revenue neutral. You have no business to give air connections at prices cheaper than costs. Vayudoot, for the first three years of its existence, did not hav? a balance-sheet. I raised it in the House. If a private sector company does not present its accounts, its annual accounts, within six months after the year closes, then the directors are prosecuted and a criminal paroselution is launched by the Company Law Board. But here is a public sector Undertaking answerable to Parliament and it refuses to have its accounts audited for three years, for five years, and so on and, at the same time, it will present certain figures. This year they are expected to make; a profit of Rs. 73 lakhs. After sonu time, they correct the figures to six lakhs and by the time the final figures come, we find that there has been a loss of Rs. 1.84 crores after a subsidy of Rs. 6 crores, which means that the loss is ot the order of about Rs. 8 crores. Now, I do not understand how in a public sector corporation such things can be allowed. 1 am not interested in the individual who is running the Vayudoot. But the point is that either the Vayudoot should be wound up or its services "ohoxild be drastically curtailed or, in any case, it should follow the norms. The pilots, the engineers and the other employees should have unions. Why should they not have unions? What kind of a logic is that? You charge whatever you want to charge from the passengers. But, if you think that it is uneconomical, then don't run it. Or, if it is such "art essential activity that the Government has to give subsidy and ma it, then come to Parliament and say that you have to give so much subsidy to the Vayudoot. But the present functioning of the Vayudoot is entirely non-commercial unaccountable and is absolutely irrecon-ciable—it cannot at all be reconciled—with any functioning of a Government department or a public sector undertaking.

Then comes Pawan Hans. Mr, Suresh Kalmadi, I remember—unfortunately, my memory is good—in 1985, had asked a question in Parliament as to whether the Government was going to buy Westland helicopters, whether it had come to the notice of the Government that ihe helicopter was bad and that England was trying to dump it on us. At that time, Sir', he was not in the Congress (I), but in the Congress (S). The Prime Minister replied, "We are aware of it and we are not going to buy this." But, within a year, the Government buys this helicopter. Twnety one helicopters were bought and were tired on the Rolls-Royce engines in spite of the warning by no less a person than Mr. Suresh Kalmadi. But, in spite of that, they bought them. Now, 21 helicopters they bought in 1986 and the moment the helicopters came, within a few weeks, the engines started giving trouble, the manu*

facturers said tbat at least a thousand flying hours the engines will run trouble free before we have got to do anything. But within the first two or three years—you just see the record—there is a snag every 49 hours. Instead of running without any trouble for a thousand hours, there is a snag every 49 hours! Also, there is an engine replacement every 300 hours! Within ttto or three years. 63 engines have been replaced! The total stock of extra engines they had got exhausted. Of course, you can go on lodging your claim on that party. But what about the amount of colossal loss apart from endangering the lives of passengers? After the Vaishnodevi incident, I had raised a Special Mention saying that it should be grounded. No, it was not done. The system was such that the Special Mentions were not so special and nobody bothered about them. Nobody bothers about them. So, they carried on with that helicopter functioning and again there was the Kohima crash. In the meantime, 21 helicopters were bought from France, the Dauphine helicopters, and one of them went into the sea near Madras. You had three helicopter crashes. Now. a decision was taken to ground the Westland helicopters and I hope they are grounded. But the main source of income for the Pawan Hans is the ONGC and about Rs. 23 crores or something like that they are to get from the ONGC evrey year. We also flew by that. I was a member of the COPU and we flew in one of the Westland helicopters and the pilot told us, contrary to the newspapers reports. "It is quite safe." bur we were all picking till we went and •jame back! But the; question is about Huving 21 helicopters.

SHRIMATI JAYANTHI NATARAJAN (Tamil Nadu): You had to thank God!

SHRI KAMAL MORARKA: I am a ...secular person and, as a secular person, I was remembering all the gods!

With regard to a company like Pawan Hans, again it is the same question. whether we need it at all. If the ONGC requires, they can buy. Why have a company under the Civil Aviation Ministry? How many private people are willing to charter your helicopters? But, in your wisdom, if you take a decision and say, "No, no. The country has come to a stage vrfiere helicopters should be there", at least, for heaven's sake, have the right type of helicopters, have the right machines and have the right system. How can you play with people's lives and public money? It is again a scandalous situation. There is no use my taking the time of the House. Nobody was talked more about this scandalous situation than Mr. Kalmadi himself. If it iv a scandalous thing, it should be scrapped.

There is a very important point raised by Mr. Kalmadi which is that the Managing Director of Vayudoot appears to have good relations with the Civil Aviation Minister, with all the Civil Aviation Ministers. It is a very simple thing. I do not know whether you have gone into the history of this The moment somebody takes-ovtr as the Civil Aviation Minister, Vayudoot starts a flight to his constituency! Mr. Moti Lal Vohra became the Minister and there was a flight to Raipur! Whether there is enough traffic load or whether it is economical or not these were not considered. Then, Mr. Shivraj Patil came and there was flight to Nanded and Latur! Then Mr. Bansi Lal came and there was a service to Hissar! So, it is very simple technique, but with public money. The Ministers also are carried away by tbis gesture. Therefore, my specific request to Mr. Khan is this: Please save your constituency from Vayudoot!

One of the other important aspects of the Civil Aviation Ministry, which 1 will

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deal with very quickly, is the Hotel Corporation of India. Now, the HCI v,as started as a subsidiray of Air-India and the idea was that both the businesses are complementary: Travel and hotel accommodation. The world over, all the airlines have got a hotel chain associated with them. Now, in India, it was not necessary because the ITDC was already a Government company and Air-India too. Now, Air-India and ITDC could have como to some arrangement with each other. But it has not been done. Now, we find that last year there was a talk of either merging the HCI with the ITDC or privatising it. This is a new word in the Indian dictionary which I am totally against. My friend. Mr. Suresh Kalmadi, asked whether the HCI is to be given to any private company. The solution is very simple. The HCI has got four or five hotels and they should be handed over to the ITDC. But again the same problem: at what price? The ownership and the management should be handed over to the ITDC and they should be merged into one. Both the' Corporations should be merged into one. The five hotels of the HCI should be merged into the ITDC which is running about 30 or 40 hotels. Whether it is running properly or not is the business of Ihe Tourism Minister and the Civil Aviation Ministry need not worry. I think it is a prudent and sensible decision to hand over the HCT. Instead of making it a subsidiary of Air-India, make it a subsidiary of the ITDC; let them be merged, the HCI and the ITDC. I think the Minister will take note of this. Without casting any aspersion, I would like to say here that everywhere there is vested interest.

SHRI DIPEN GHOSH: More delay in the nights means more profits for the hotels because the passengers are shifted to these -hotels!

SHRI KAMAL MORARKA: Now, the ITDC will say, "We don't want these hotels because we have to spend a lot of money.". But it should be really with the ITDC and the Government should take a decision to hand over the HCI to the ITDC. The simplest solution for the Civil Aviation Ministry is to get rid of the Company.

AN HON. MEMBER: Should it be given to some private people?

SHRI KAMAL MORARKA: No, no; nevir. I think this matter should be debated one day in the House.

N'OA, the last point is about the DGCA itself. It is a technical body. Unfortunately. ia was without a head for some time. Mr. Kalmadi has been making serious allegations about the DGCA being without a head and I do not fcnow *whether they* have appointed a DG.

Government should be careful. DGCA is a technical body. It is supposed to control the aviation in India. It should be like the Auditor-General. It should be above everybody. So the DGCA should be a person who enforces strict safety standards, no matter which aircraft, no matter who, because he i's r technical authority. He should be strict with the Air Traffic Control. He should be strict with Indian Airlines In fact, he should not be under the Civil Aviation Minister also if you ask me. The DGCA should be some sort of a qaasi-judicial authority who should be strict with all the aspects. Unless you do that tc* safety standards...

श्री रजनी रंजन साहू .(बिहार) : कोई स्वाभिमानी टेक्निकल आदमी डीजी होने के लिए तैयार नहीं होगा आपकी सरकार में क्योंकि उसके द्वारा लिए जाने वाले फैसले सरकार खुद किया करती है, उस बेचारे की क्या जरूरत है । एयरबस ए-320 ग्राउंड की गयी, डीजी

का काम तो सरकार के मंत्री ने खुद कर लिया..... (व्यवधान)

SHRI KAMAL MORARKA: I must thank you for reminding me about A-320. स्वाभिमान की बात ये कर रहे हैं। स्वाभिमान पूरे देश कि इन्होंने बरबाद कर दिया। अब स्वाभिमान का लेक्चर भी इनसे सुनना ... (व्यवधान)

श्री रजनी रंजन साहू : मोरारका जी, आपको जानना चाहिए ऐसे ऐसे स्वाभिमान टेक्निकल परसोनल हमारे देश में हैं, आप ऐसी बात मत कहिए, उन लोगों के प्रति ऐसे आप मत कहिए।

श्री ... मोरारका : रजनी रंजन जी से मैं इतना ही कहूंगा कि स्वाभिमान के बारे में हमें कांग्रेस "आई" से सुनना पड़ेगा यह हमारे मुकद्दर का कसूर है इनका कोई कसूर नहीं है। इतना ही मैं कह सकता हूं।

On the question of DGCA I would request the Minister to try and make it into a body above the normal run of bureaucratic pressures or political pressures. You must have to do that. If you have an open-sky policy, a lot mqre aircraft wiH come into the country, a lot more small operators will be there, all under the control of the DGCA. Therefore the Dv.CA should be a strict body. Take the Bangalore aircrash. My friend, Mr. Trivedi, the other day made a special mention about it and said that the last fitness certificate to the Bangalore runway was given in 1961. The certificate has not been renewed for the last 28-29 years. This is DGCA's responsibility. They should close the airports which do not renew their certificj'es. This they cannot do so long as they are also one of the bodies under the Civil Aviation. It should be made a quasi-judicial body answerable to nobody except, may be, to Government itself in any manner whatsoever.

Thet! finally about A-320...

SHRI JAGESH DESAI (Maharashtra): Air taxis.

SHRI KAMAL MORARKA: Air taxis'. I do not know how the whole scheme is going to come about. We should be caie-ful. With the amount of foreign exchange involved, who are the people who are going to run it? I do not know who would in a position, whether there are any .\>ple in a position to charter aircraft. It is more a bookish thing. But if you are allowing aircraft to come out of NRI's money and it is going to be used for things like aerial spraying, then I don't mind, if it is not going to come into conflict with Indian Airlines. For that you must see what we are going to do; otherwise, it is going to harm your own functioning. As it is being said in some circles that you want to have an open-sky policy. then we wiH one day have a parallel Indian Airlines in this country. It is not possible in Indian Airlines. With the amount of investment needed for it, no private party in India can do it. And it is not desirable if it is going to come out of NRI's money. It will go against your Industrial Policy Resolution. It is a major Cabinet decision which the Government should take on its own and make up its mind. As things stand today the open sky cannot be all that open.

Finally coming to A-320, I am Surprised and this is the only issue on which I am surprised, at the reaction of Mr. Kalmadi that the country is losing Rs. 2 crores by grounding it. I congratulate the honourable Minister for taking a decision to ground this aircraft. One discussion has been going on about bypassing the Indian Airlines Board—autonomy to the public s'ctor, autonomy to the financial institutions. Now, frankly I am finding a little difficulty to digest all this. The Indiaa Airlines Board

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should be autonomous. It should be autonomous in running its own affairs. Now, somebody leaked a document that a meeting was held in the Prime Minister's office where it was decided to buy A-320 and immediately there was an uproar in the House which amused me. If I would get up and ask, What is wrong with the Prime Minister taking a decision? The Prime Minister is not an extra-constitutional authority. If the Prime Minister doss not take a decision to buy an aircraft for Rs. 2,500 crores, who will take it? Spec'.al Assistant to the Prime Minister? But they have no such guts. Their problem is entirely different. The moment the ex-Prime Minister's name comes they start feeling that the word "Rajiv Gandhi" is unparlia-TOffi&tasv'. fInterruptions) Evtrsfeod-y "sUntls up and starts shouting. I don't understand. And the same argument is being put, that you bypass. I congratulate the Civil Aviation Minister for grounding the aircraft, for grounding the aircraft you don't go • by is only the opinion of the Indian Airlines Board. The Indian Airlines Board wiH say: we want to run this aircraft because we are losing Rs. 2 crores a day. But the Minister is answerable to the people of India. If the aircraft is unsafe, we can say: we will not run it. we will makes a loss, go to hell! So I don't understand this, *(Interruptions)*

SHRI JAGESH DESAI: Give compensation to the Indian Airlines. *(Interruptions)*

SHRI KAMAL MORARKA: Jagesh-bhai, you know. As far as the public sector accounting is concerned, the way Vayudoot does not present accounts... *{Interruptions)* Supposing the Indian Airlines for grounding one... *(Interruptions)* It is a country of 80 crores you are running. If the Minister or the then Prime Minister is not prepared to take responsibility, he should quit. I do not understand this drama. For grounding A-320 do you think that Indian Airlines Board will do suppose they say, we, I will not do? What are you going to do?

SHRI SURESH KALMADI: There is a set procedure all over the world for grounding an aircraft; all over the world there is a procedure. The D.G.C.A. is the authority to ground the aircraft. I said that it was not a technical decision; it was a political decision taken by this Governmeat.

SHRI KAMAL MORARKA: He is talking about the world.

SHRI DIPEN GHOSH: If *ths* Prime Minister has a right to buy a certain aircraft, the Civil Aviation Minister lias a right to ground the aircraft. *(Interruptions)*

SHRI KAMAL MORARKA: I am not against the argument of Mr$_r$ Kalmadi. I am not disputing. There is ths Federal Aviation Authority in America; they ground anything which is below tha technical specifications. No problem. If that stage comes, it will be the saddest day for the Indian Airlines in India. It is easier to say that it is like our RTO in Bombay not allowing a taxi to ply because it is emitting too much smoke. That stage cannot come. The Indian Airlines and Air-India are responsible companies. They cartnot have an aircraft which is not airworthy and which does not pass the test of even the DGCA. But the DGCA's is the minimum norm. DGCA never said that yotf can't have a norm stricter than the minimum. You can have it. If you want to be stricter than DGCA, you are welcome.

SHRI SURESH KALMADI: Nowhere in the world is an aircraft grounded for five months.

SHRI KAMAL MORARKA: But nowhere in the world, Sir, an aircraft is bought which has an engine which is on

the drawing board... *(Interruptions)* I do not understand the comparison. You buy an aircraft whose engine is not right. When a crash takes place—I want to place on record certain things very straight and that Js this lobby which is working hard to prove that the aircraft is good and pilot's error was there. It is a serious mat ter. The French pilotv—please mark my words —the French pilots have taken up Ihe issue after the Bangalore crash. They refused *to* ply A-320. What has a French pilot got to do with Indian conditions? Because they have been clamouring in France, they have been arguing with Airbus company. Air France—this is the main airliner of France—Air France finds that instead of one snag over 1000 hours they are getting 12 snags every 1000 hours; they get frequently. They placed it on record. They are getting system failures. Do you know that the Airbus industry after - upplying A-320 has taken out 74 supplementary reports? How many? Seventy-four supplementary sheets about changes *m* instructions to the pilot. The pilot has to remember the original training plus 74 supplementary instructions to run that plane.

SHRI JAGESH DESAI: The Minister. without referring to the Indian Airlines cannot... *(Interruptions)*

SHRI SATISH KUMAR SHARMA (Madhya Pradesh): On the engine issue there is a little information I have here. 1 give you the following example.

B-757 commenced operation with Rolls Royce 535-E-7 engine jn November 1984 while Indian Airlines started the evaluation in February 1983 and a letter of intent on the recommendations of so called Expert Committee headed by Dilbagh Singh was placed in early 1984. Secondly, Air India is evaluating the aircraft viz. MD-11. A-340. Boeing 777 and IL 96. All these aircrafts have not yet been certified whereas A-340 and B-777 are still on the Drawing Board stage. Tt may be noted that Air India was the first customer of A-310 aircraft fitted wi*h CF 6—80 *CI* engine and these aircraft are successfully operating. Many a time •yon da select engines which are on the Drawing Board stage. That is the kind oi techno-v which has developed and that is hownt decisions are taken worldwide. 1 taink>ou should do your homework *u-* littlemore.

SHRI KAMAL MORARKA: Thank you. Mr. Satish Sharma, for this piece of information. All that he is trying to say iv that aircraft can be purchased...

SHRI GURUDAS DAS GUPTA *(West* Bengal): It is a grand argument for the beneficiary of the deal.

(Interruptions)

SHRI M. M. JACOB: I take siroag ex-ption to what he has said. It should .<[go on record.

SHRI SURESH KALMADI: This im-s that somebody is the beneficiary of deal. This statement must be expunged. *(Interruptions)*

SHRI M. M. JACOB: It is unfortunate. Members of this House cannot be treated like that.

THE VICE-CHAIRMAN (DR. BAPU KALDATE): I will go through tha records and if there is something to be expunged, I will do it.

SHRI GURUDAS DAS GUPTA: Sir, .ill explain it.

{Interruptions)

SHRIMATI JAYANTHI NATARAJAN: If you want us to be uncivilised, we can hurl abuses at each other.

(Interruptions)

SHRI GURUDAS DAS GUPTA: I only meant that the deal was done by somebody[1], i.e. by the previous Government and, therefore, the benefit of the deal, i.e. the benefit of having the aircraft, is the meaning of the word 'beneficiary'. If something else is meant by it, I am sorry I only said that the Government had the benefit of doing the deal. That is the meaning of the word 'beneficiary'. If something else is meant there, I am sorry.

(Interruptions')

SHRI SURESH KALMADI: This should not go on record.

SHRI GURUDAS DAS GUPTA: I have explained. Even after this, if somebody feels hurt, I am sorry, I had no intern ion if hurting anybody. I withdraw it, Sir, I agree that Mr. Satish Sharma is riot the beneficiary.

SHRI KAMAL MORARKA: Sir, I thank Mr. Satish Sharma for his interveniion. The point he is making is that aircraft all over the world can be purchased even If the engine is on the Drawing Board.

SHRI SATISH KUMAR SHARMA: Are purchased.

SHRI KAMAL MORARKA: Don't got on qualifying it further. But the lact is t that we have got an aircraft where the engine was on the Drawing Board. Now, nobody would have known it if the sngine had run properly.

SHRI SATISH KUMAR SHARMA: Mr. Morarka, you have made a very good point. You remember our respectable Air Chief Marshal P. C. Lal. I have a lot of regard for him. Still I rate him as one of ihe finest Managing Directors we have hand.

SHRI KAMAL MORARKA: I wish to advise or request the hon. Civil Aviation Minister that you please sell off the A-320s. You have bought them for 41 million dollars each. You can sell them for 60 million dollars each. You will make more money from the sale of these aircraft than the Indian Airlines will make operating them. Even commercially. It is sensible io sell these aircraft. India is a lucky country, Sir. We have gold being smuggled into India, and drugs, hashis, grass being smuggled out of India. Economically wo are always at an advantage. Our buagling always helps us. We have bought these A-320s. We cannot ran them. We cannot make money out of them. But Sir, we slili make money out of selling them. Please sell them. A-320s can be sold 60 million dollars a piece. Please sell them. Indian $Airline_3$ ca_n run on leased aircraft. Please take suitable aircraft on lease. World over, leasing companies will give you. Take Boeing-757. Take A-300. Take Boeing-737 which you will run succesfully. lake any aircraft which your pilots are familiar with, your engineers are familiar with, and the Indian Airlines will just do *fine.* But, Sir...

SHRI VISHVJIT P. SINGH: Has the world gone mad that they wiH purchase this aircraft which, according to you is completely unsafe, which according ;o you has got a defective engine, which according to you js not worth, which according to the pilots of Air France, as you say, are not willing to fly?

SHRI KAMAL MORARKA: I am torry, a little effort on the part...

SHRl VISHVIIT P. SINGH: Which world is going to buy this aircraft? Please, let me know, Mr. Morarka.

[The Vice-Chiarmao (ShrI M. A. Baby) in the Chair]

SHRI KAMAL MORARKA: Sir, my friend does not believe in making much effort. A little effort on his part will make him understand what I am saying. I never said that this aircraft is bad. Not once have I said that in my speech. Please

read *my* speech again. Not once have I cast aspersions on the quality of A-320.

SHRI VISHVJIT P. SINGH: You have just now said that 74 amendments have been mad* to this aircraft on the running instructions. . .

SHRI KAMAL MORARKA: It is a fact.

SHRI VISHVJIT P. SINGH: Obviously you are saying that it is a defective aircraft.

SHRI KAMAL MORARKA: No, no. I am only saying that the aircraft is with 74 amendments. I am not saying that it is bad.

SHRI VISHVJIT P. SINGH: Then, is it a good aircraft?

SHRI KAMAL MORARKA: It is a good aircraft for European conditions.

SHRI VISHVJIT P. SINGH: Why are the pilots of Air France not willing to fly it?

SHRI KAMAL MORARKA: Because they are getting snags far in excess of what the manufacturer has given.

SHRI VISHVJIT P. SINGH: It is defective or not? Please make up your mind

THE VICE-CHAIRMAN (SHRl M A. BABYJ: I think, it would be better... *(Interrvptionsi*

SHRI KAMAL MORARKA: Hon. MPs buy Maruti cars. And every time they go to the agency saying that the glass is not going up or there is some defect with the carburettor. But that does not mean that Maruti car is bad. But still they go to the manufacturer again to complain. A-320 may not be a defective aircraft. But certainly it has snags, and you cannot run away from that fact. And I am not one of those who say that the previous Government bought these aircraft in order to make some money because that Government expertise was so much that even *ii.* they had bought Boeings, they would have made money, *(Interruptions)* I am not saying.. . *(Interruptions)*

SHRI VISHVJIT P. SINGH: You will make money on two thnigs. First, you wil! pay the compensation to the Airbus... *(Interruptions).* Out of which you will get a commission. When you sell these aircraft, then you make a commission out of that. Wonderful!

SHRI KAMAL MORARKA: For all these lessons, we have to come to you.

SHRI A. G. KULKARNI (Maharashtra): Would you yield for a minute? Mr, Morarka, this is .a dangerous proposition that you are making that even if the previous regime had purhased Boeings, ihey would have made money, and that in this also they have made money. How do you i come *to* this conclusion that the previous Government was only making money on thess purchases? That is one thing. Secondly. ..

SHRI GURUDAS DAS GUPTA: It is more known to you.

SHRI A. G. KULKARNI: Known to me? Are bhai I am a black-listed person. *(Interruptions)* So, Mr, Morarka, is it your contention that the people of this country are unfortunate and that they have got some institutional views or God-sent messages that they cannot fly these planes, and therefore you are proposing to sell them and bring in Boeings? Is that you contention?

SHRI KAMAL MORARKA: Not at alL I wanted to steer away the A-320 discussion from the business of kickbacks. I am talking about the safety. I am not concerned with the other thing. The purchase business is a separate business. It can bs

[Shri Kamal Morarka] looked into by the concerned authorise*. 5 am not on that subject. Unfortunately, ihe mention of A-320...

SHRI A. G. KULKARNI; But you Said that.

SHRI KAMAL MORARKA: Whenever Bofors was mentioned in the House, you used to get up and say[1] 'but the quality of Ihe gun is good'. Whenever we talked about corruption in the purchase of the gun, you were talking about the quality of the gun. Now, I am talking about the quality oi the aircraft. You are talking about the kickbacks. I am not concerned with that.

SHRI SATISH KUMAR SHARMA: Mr. Morarka, the question whether the aircraft is fit for Indian conditions or not is neither for you to decide nor for the Minister to decide. We have the D.G.C.A. We have Ihe other regulatory agencies in the country. We have the expert committee. They will decide whether the aircraft is fit for Indian conditions or not. It will not be at ihe political level. It will be at the technical level.

SHRI KAMAL MORARKA: Satishji, I would request you to participate in ihe debate after me and you can answer all my points. I will be happy.

SHRI SATISH KUMAR SHARMA: I am only pointing out...

SHRI KAMAL MORARKA: I agree with; you. The Ramdas Committee is there. The Tata Committee on navigational aids. None of these reports had been implemented for the last five years. Your Civil Aviation Minister then told me that it would require Rs. 800 crores. He thumbed his nose at me. This is criminal. I charge him with criminal neglect. It was widely said. I do not believe in rum-oars but it was widely said that the then Civil Aviation Minister had no control over his Ministry, I do not know. But the fact that navigational aids were not pio-vided. Here, you are buying a new aircraft. It fs a fly-by-wire technology which is the latest in world. Now, please do not think that I am carrying on some kind of a campaign against the A-320. 1 love aircraft. Civil Aviation is a subject after my heart. I love modern gadgets. But you must bay the appropriate technology for the country. You buy A-320 but you do not have instrument landing. There was not even a step ladder. One of your first A-320s got damaged, the door was damaged, because there was no proper ladded for it. You cannot comnr* the country's funds in a callous and criminal manner. Even when you bey a five rupee worth *mcitka* you see whether it is broken or leaking somewhere. Here, ycu are spending Rs. 2,500 crores. But you do not have airports. You do not have ladders. You send your pilots for training, but you do not send your engineers for training. The engineers today are complaining. Then, Members from your side get up and say that the pilots had gone to France, had some fun there nnd came back. The Airbus Industries found youv pilots to be the best. All your pilots completed the training in time. At letist, I expected that Mr. Sharma and Mr. Kalmadi would take cudgels on behalf of the pilots. The pilots have been denigrated whereas the fault lies somewhere else. When I say that tbe fault lies somewhere eke, I include the A-320 manufacturers. I include the Indian Airlines authorities. I include the Civil Aviation Ministry and I include even the D.G.C.A. The D.G.C.A. had no business to allow these aircraft to operate in India unless it had met with all these formalities. You are talking of the D.G.C.A. I had even said that the D.G.C.A. should be made a quasi-judicial body. They have been stamping whatever the Indian Airlines wants. You go to the airport. You cannot distinguish betweea

an International Airports Authority man and an Indian Airlines man. The Indian Airlines man is the boss there.

Now, about security. It is said that there is a Bureau of Aviation Security. I do not know. It js some policemen standi:.g there and harassing people. An honest old man who is taking some apples for his daughter will be checked and the apples will be cut. But some hijacker will go with his gun. This is the kind of securit> you have. I am not trying to put blame on anybody. But let us understand. I am one of those who say. 'Sell these planes off; don't have these planes'. India is a country where you can do without planes. You can travel by train. Are you prepared to accept that? You can travel by train. You can travel by bullock-cart. You can walk. But when you think of buying such planes, for heaven's sake, you must see to all these things. You cannot buy the A-320 just on the basis of some report in the newspapers, on the basis of some literature, and neglect the other things. thereby putting the lives of the passengers to jeopardy and allowing them to die. When the aircraft is grounded, you want an explanation why it is grounded. When it is flying you want to know why it is flying. There should be a stop tof all these things. I do not think this could be a matter of debate. The grounding of -V320 or its operation should not be a matter of debate. I am prepared for its being considered by an expert, technical committee. I am prepared to go to any expert committee that may be formed. Of course, no politicians. May be. it can have some pilots-turned-politicians. But it should be a tech nical committee. Let them come to tlie conclusion. Speaking for myself, I would not board an Indian Airlines A-320 anless I am sure, that the things are in order. As a citizen I have a right to canvass among passengers not to travel by that aircraft. That is what I would do. The Civil Aviation Minister is kind enough to ground them.

SHRI JAGESH DESAI: Kamal will never speak like that because he is a man from finance.

SHRI KAMAL MORARKA: Now I am coming to the final part of my discussion on the working of the Civil Aviation Minis. try. I am sure the Civil Aviation Minister is quite tired of me because I have gi/en a number of suggestions.

SHRI ARIF MOHD. KHAN: I am enjoying.

SHRI A. G. KULKARNI: You have imputed motives rather than giving suggestions.

SHRI KAMAL MORARKA: Appasaheb, please omit my mention of A-320 and concentrate on the rest of my speech. *(Interruptions)*

SHRI A. G. KULKARNI: You are not speaking as a finance man today. Yoa are speaking as somebody else.

SHRI KAMAL MORARKA; I am trying to talk as a civil aviation man. *(Interruptions)* _ I am talking what I feel as a citizen of India. Dissent is the essence of democracy and I welcome this trend but aspersions and motives, no neither I cast them nor I think anybody ebe should cast against me, simple as that. I heard Mr. Kalmadi. I have agreed with most of his points. Mr. Sharma has his own point of v ew _ *(Interruptions).*

SHRI JAGESH DESAI: This is not logic *(Interruptions).*

SHRI KAMAL MORARKA: I would not agree with Mr. Jagesh Desai. The sum and substance of the matter is that the Civil Aviation Minister should get rid of these problems. Do what you want to do in the Indian Airlines, but do not put us in suspense as we see them in movies *on* videos or in films. Please do not put us in suspense everytime we board the.

aircraft so that we will be in suspense till we get out of it.

SHRI SATISH SHARMA: I appie-ciate a lot of things you have said today. Some of your suggestions are very good and I think the Minister has noted them and he would take action on the issue like the Hotel Corporation of India issue and other issues. Being the president of Aeroflying Club of India, besides 'coking after the Delhi Flying Club which has its own fleet of planes, if one Cessna 152 aircraft meets with a crash in Baroda.. .You catch my point. I will check up with the concerned authorities if there is a design flaw which has been responsible for the accident. And if that is so, I will be the last jperson to raise my voice. But if the fitness of the plane is not in question. if C of A, technically speaking, is not in question, if the C of A is not in question not only here but in so -nany other countries because I understand that not a single country has stopped flying the plane, the way we have handled the issue, it is trying to sully the previous regime for buying it, *(Interruptions).* I have a lot of regard and respect for you, I like you. The issue not only concerns the Treasury Benches, it concerns us and the whole country. We are looking like bloody fools in the eye of the world the way we have handled the issue. This is my point and the time will show.

SHRI ARIF MOHD. KHAN: Jhis is very important. I am going to reply, in any case, at the end of the discussion, but since Shri Satish Sharma has used very strong words, let me clarify at this stage itself. Being an ex-pilot himself he will appreciate that safe operation of any type of aircraft does not merely mean the airworthyness or competence of that particular aircraft. So many other factors are equally important. I am going to reply to other points which will be made. Various factors were taken into consideration. I have made this point earlier also in this House and I will further clarify the position tomorrow.

SHRI KAMAL MORARKA: I want to end with only two points. One is to my information, this A-320, which is being used the world over, with this type of engine, is being used by Cyprus alone. That is the only country with which we can compare our data. That is my information. I may be wrong.

SHRI SATISH KUMAR SHARMA: After the Bangalore accident, if my information is not wrong, even Lufthansa has reverted back to this engine. Then Egypt Airlines and one or two other airlines— that is three airlines are using it. And also Lufthansa.

SHRI KAMAL MORARKA: You are correct, but with the modified engine. I have got the modifications with me. With modified engine, it js acceptable even to Indian Airlines. But then all existing fleet will have to be modified. Those modifications are also with me. Anyway, I do not want to enter into a technical debate on A-320. I want to end by saying another point, incidentally raised by Mr. Satish Sharma—about Aero Club of India. To give a boost to the adventure of flying the various Flying Clubs in India, the Gliding Clubs need some sort of support and encouragement by the Civil Aviation Ministry. Many of them are not working I know of the Gliding Club of Poona— I have gone there, the glider was not working. The Gliding Club in Pillani is almost defunct. There are a lot of Gliders' Associations and Clubs. With a little encouragement, may be a lot of people can

take to flying. We had our hon. Member, Shri Vishwa Bandhu Gupta, who has been promoting ballooning in a big way. The Civil Aviation Ministry should, as a part of its activities, also look into these yarious Aero Clubs, and Gliding Clubs.

With these words, I again request the Civil Aviation Minister to kindly look-into the various suggestions that I have made Jn the spirit of implementing them. Thank you.

SHRI SATISH KUMAR SHARMA: I thank you for that.

SHRI H. HANUMANTHAPPA (Karnataka): Mr. Vice-Chairman, after nearly one and a half hours argument of Mr. Morarka on the working of the Civil Aviation Ministry, I want to just caution the Minister at the happenings in the field of civil aviation in the country. Actually running the aircraft or maintaining civil aviation is a coordinated work. There are eight or ten agencies involved and each one is a separate public undertaking with a separate Managing Director Each in its own way is managing its affairs, but as part of the Civil Aviation Ministry, the public undertakings are responsible for the safety of air travel.

I was talking to somebody in the afternoon. The tendency in the bureaucracy is> that each table is perfectly all right, but collectively they are wrong. This is what is happening in Civil Aviation. If you go to any airfield, there are ten agenda functioning and nobody is responsible to the other, nobody is controlling the other. The Civil Aviation Ministry must think of definite coordination among these agencies

I went through the Report of the Ministry. Nowhere did I find a coordinating effort on the part of the Bureau of Civil Aviation, International Airports Authority or the National Airports Authority or the Hotel Corporation of India. They have their own plans; they have their own objectives; they have their own implementation schemes. Without proper coordination of tnese agencies, we cannot assure safety of air traffic or proper administration of air traffic. I think the time has come to have a review of the whole functioning, how best the various agencies that are functioning in <his aspect are to be coordinated. I went through the Report of the Civil Aviation Ministry. It 'S hardly a three pages report out of which one and a half page are devoted to Hindi alone.

(The Depnty Chairman in the Chair)

J think it should have been called the Hindi" Propagation Department instead of Civil Aviation Minis! ry. See all tbis:

> "Hindi Salakhar Samiti of the Ministry; Training in Hindi/ Hindi Typewriting, Hindi Stenography; Organisation of Hindi workshops; Financial Incentives; Publication of House Magazines. Use of Hindi in pubikvy material and other material to be ,isei iy ihe public; Hindi Libraries; Departmental Official Language Implementation Committees; Notification of names of oiTices in[v]the Official Gazette: Official Language. Inspections; Setting of Question papers ior recruitment examinations both in Hindi and English; Preparation of Aviation terminology in Hindi; Cash awards on books written originally in Hindi on Civil Aviation subjects...[1]'

All the Civil Aviation Ministry's report is about Hindi only. I don't know whether Mr. Arif Mohd. Khan is looking after Civil Aviation or Hindi propagation. And this is your Ministry's report for 1989-90 but it deliberately misses to report about the A-320 air crash which occurred, in February. I do not know the reason why the Department has deliberately left it out in its Annual Report. No explanation has been given in this report about it.

[Shri H. Hanumanthappa]

Madam, we are discussing Civil Aviation in the background of the air crash of the *A-320.* I am going to say something and. if I am wrong the Minister is free to contradict me. There was even a proposal to put the A-320 back into operation. and when that was referred to the Indian Airlines' Board and the DGCA—I am told; if I am wrong. I may be contradicted — they rejected it, saying "We were not consulted when the aircraft was grounded and, so, how can we take responsibility for putting it back into operation?" I think this needs a clarification, whether a technical opinion was taken in grounding the aircraft or it was a political decision. You are free to take a political decision—I don't object to it. But Mr. Morarka was vehemently arguing that you cannot play with the finances of the country. Yes, I also con| "atulate the Civil Aviation Minister for grounding the aircraft immediately after the air crash, but certainly he has no business to keep this aircraft grounded all these five months at the cost of the exchequer, incurring heavy loss to the country. If Mr. Morarka's statement is serious— that you have no right to play with, the finances of the country—I also equally strongly would tell the Minister that he has no right to play with the finances of he country, incurring a loss of Rs. 2 rores every day. Of course, I demand a reply from him about this operational portion, whether the DGCA and the Iadian Airlines' Board had rejected to comment while the Minister wanted to put it back into operation.

Madam, India v. as once consideied to be an airminded nation and it had its own reputation in the past with regard to its performance also. You are aware that Indian pilots were respected very much and they have been on deputation in Nigeria, Sudan and other countries and there has been a heavy demand for them. Once when I was in a Parliamentary Committee visiting Air-India and Indian Airlines, some pilots met us and told us that they had applied to go on deputation to various foreign airlines but they had not been allcwed to go. When I asked them. "Why dt n't you work here itself?", they said that they had better working conditions in foreign countries and their emoluments would be more and that is whf they wanted to go. So, this was the demand. But what happened today? Tod tv, because of all this, our entire Civil Aviation has become a laughing stock in ths eyes of world civil aviation. So I request *he Minister to have a look at these things. You cannot go on grounding it for ever.

Madam we boast ourselves that we have the world's top scientists in our country. that the world's top ten scientists are from India. Then should it take so many days? At the cost of tbe exchequer of the country we are keeping this A-P.O grounded for the last four to five months without taking any decision.

Sir, the Chief Marshal P. C. LaJ .. 4 00 P.M.

THE DEPUTY CHAIRMAN: You £0 through me.

SHRI H. HANUMANTHAPPA: T will speak later.

THE DEPUTY CHAIRMAN: Yo-i said. "Sir." You say, "Madam".

SHRI H. HANUMANTHAPPA: I am sorry. I was looking at the Minister.

THE DEPUTY CHAIRMAN: Now we-will have a statement. After that you can continue.

To the Minister he cannot go directly. He has to go through me in the House.

(Interruptions). He was flying above my head.

SHRI H. HANUMANTHAPPA: He can overfly, Madam.

THE DEPUTY CHAIRMAN. I think, you were doing it.

We have to have a stop-over, a technical halt.

STATEMENT BY MINISTER

INCIDENT AT SATO DHARAM PUR OF FATEHPUR DISTRICT OF UTTAR PRADESH

THE DEPUTY CHAIRMAN: Mr. Minister.

SHRI SUBRAMANIAN SWAMY (Uttar Pradesh) We have not got copies of the statement.

THE DEPUTY CHAIRMAN. The copies are coming.

श्रम एवं कल्याण मंत्री (श्री राम विलास पासवान) : महोदया, उत्तर प्रदेश के फतेहपुर जिले के जिला मजिस्ट्रेट की रिपोर्ट के अनुसार असोथर थाना के सातोधर्मपुर गांव में 5 अप्रैल, 1990 को अनुसूचित जाति के सदस्य श्री सोखी के सुपुत्र श्री धनराज की उसी गांव के श्री राजूसिंह एवं गुलाब सिंह दोनों भाइयों द्वारा पिटाई की गई और उस पर कैरोसीन का तेल छिड़क कर आग लगा दी गई। उस समय सरकारी डाक्टर हड़ताल पर थे, इसलिए श्री धनराज को एक निजी नर्सिंग होम में दाखिल किया गया। पूर्व इसके कि श्री धनराज का ब्यान रिकार्ड किया जाता, दिनांक 6 अप्रैल, 1990 को श्री धनराज की मृत्यु हो गई। मृतक के परिवार एवं ग्रामीणों द्वारा उसके पार्थिव शरीर को फतेहपुर कलैक्टरेट में लाया गया और क्षतिपूर्ति के साथसाथ दोषी व्यक्तियों की गिरफ्तारी की मांग की गई। मृतक के परिवार को 2 हजार रुपये की अंतरिम सहायता तत्काल दी गई। भारतीय दंड संहिता की धारा 302 के अन्तर्गत 25 वर्षीय राजूसिंह एवं 22 वर्षीय गुलाब सिंह के विरुद्ध मामला संख्या 55/90, असोथर थाना में दर्ज किया गया। पुलिस अधीक्षक द्वारा घटना स्थल का दौरा किया गया तथा दोनों अभियुक्तों के विरुद्ध दंड प्रक्रिया संहिता की धारा 82/83 के अन्तर्गत कार्रवाई की गई। अभियुक्तों ने 11-4-90 को न्यायालय में आत्मसमर्पण किया जिन्हें बाद में जेल भेज दिया गया। 22-4-90 को न्यायालय में अभियुक्तों के विरुद्ध आरोप पत्र दाखिल किया गया।

मृतक के परिवार को 10 हजार रुपए की वित्तीय सहायता जिला प्रशासन द्वारा दी गई है। इसके अलावा 4 बीघा जमीन भी मृतक के परिवार को आवंटित किया गया है। मुख्य मंत्री, उत्तर प्रदेश ने अपने सविवेक निधि से 15 हजार रुपये दिये हैं। प्रधान मंत्री को ज्यों ही घटना की जानकारी मिली उन्होंने अपने सचिवालय को मुख्य मंत्री एवं जिला अधिकारी से तुरंत सम्पर्क कर अपराधी के विरुद्ध कड़ी कार्रवाई करने के निर्देश दिया। प्रधान मंत्री सहायता कोष से भी 20 हजार रुपये मृतक के परिवार को दिये गये।

मैं माननीय सदस्यों को यह विश्वास दिलाना चाहता हूं कि सरकार अनुसूचित जाति, जनजाति एवं समाज के कमजोर वर्गों के विरुद्ध सभी अपराधों और अत्याचारों को समाप्त करने के लिए कटिबद्ध है। इस दिशा में केन्द्र सरकार, राज्य सरकारों से निरन्तर सम्पर्क रखेगी और समाज के कमजोर वर्गों पर अत्याचार को रोकने हेतु जो भी संभव उपाय होगी, करेगी।

THE DEPUTY CHAIRMAN: There are a number of Members who are seeking clarifications. Shrimati Jayanthi Natarajan.

SHRIMATI JAYANTHI NATARAJAN (Tamil Nadu): Madam, I would like to thank the Minister for having come up with the statement at least now.

Madam, on Friday when we were raising the issue and requesting for the statement from the Government, the hon. Minister, Paswanji, got up and accused